

JPRS 81173

30 JUNE 1982

# Worldwide Report

LAW OF THE SEA

No. 201

**FBIS** FOREIGN BROADCAST INFORMATION SERVICE

#### NOTE

JPRS publications contain information primarily from foreign newspapers, periodicals and books, but also from news agency transmissions and broadcasts. Materials from foreign-language sources are translated; those from English-language sources are transcribed or reprinted, with the original phrasing and other characteristics retained.

Headlines, editorial reports, and material enclosed in brackets [ ] are supplied by JPRS. Processing indicators such as [Text] or [Excerpt] in the first line of each item, or following the last line of a brief, indicate how the original information was processed. Where no processing indicator is given, the information was summarized or extracted.

Unfamiliar names rendered phonetically or transliterated are enclosed in parentheses. Words or names preceded by a question mark and enclosed in parentheses were not clear in the original but have been supplied as appropriate in context. Other unattributed parenthetical notes within the body of an item originate with the source. Times within items are as given by source.

The contents of this publication in no way represent the policies, views or attitudes of the U.S. Government.

#### PROCUREMENT OF PUBLICATIONS

JPRS publications may be ordered from the National Technical Information Service, Springfield, Virginia 22161. In ordering, it is recommended that the JPRS number, title, date and author, if applicable, of publication be cited.

Current JPRS publications are announced in Government Reports Announcements issued semi-monthly by the National Technical Information Service, and are listed in the Monthly Catalog of U.S. Government Publications issued by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

Correspondence pertaining to matters other than procurement may be addressed to Joint Publications Research Service, 1000 North Glebe Road, Arlington, Virginia 22201.

30 June 1982

## WORLDWIDE REPORT

## LAW OF THE SEA

No. 201

## CONTENTS

## WORLDWIDE AFFAIRS

Iceland Worried About Soviet Redfish Trawlers Off Coast (ATLANTIC FISHING, NEWS FROM ICELAND SUPPLEMENT, Jun 82) .	1
Briefs	
Cooperation in Sea Fishing Session	2
AUSTRALIA	
Editorial Cautions Government on Approval of LOS Agreement (Editorial; THE AUSTRALIAN, 7 May 82) .....	3
Briefs	
Barrier Reef Detour	4
Endangered Tuna	4
LOS Rift Denial	4
Prawn Fishing Controls	4
INDIA	
Judge Criticizes Naval Zeal in Catching Trawler (THE TIMES OF INDIA, 16 May 82) .....	5
Writer Decries Troubles of Indian Coast Guard (THE STATESMAN, 8 May 82) .....	6
Briefs	
Sea Law Benefits Noted	8
Deep Sea Fishing Boost	8
JAPAN	
U.S. Cut in Alaskan Fish Quotas Protested (KYODO, 5 Jun 82) .....	9

Briefs		
DPRK To Free Boats		10
KOREA		
Captured Japanese Fishing Boats Are Released		
(KCNA, 28 May 82) .....		11
THAILAND		
PRK Threatens Offshore Oil Concessionaires		
(Alan Dawson; BANGKOK POST, 30 Mar 82) .....		12
VIETNAM		
'NHAN DAN' Reviews Statement on Territorial Waters		
(Luu Van Loi; NHAN DAN, 12 May 82) .....		13
EAST EUROPE		
GERMAN DEMOCRATIC REPUBLIC		
Interview With Law of Sea Conference Delegate		
(Gunter Goerner Interview; NEUES DEUTSCHLAND, 18 May 82) ..		17
LATIN AMERICA		
INTER-AMERICAN AFFAIRS		
Briefs		
Trinidad-Venezuela Clash		19
MEXICO		
Briefs		
Official on U.S. Embargo, Tuna Sales		20
'Ready' To Resume Talks		20
SUB-SAHARAN AFRICA		
GABON		
Italian Company To Undertake Fishing Project		
(L'UNION, 10 May 82) .....		21

# WEST EUROPE

## ICELAND

LOS Ambassador Andersen Comments on UN Conference (Hans G. Andersen Interview; MORGUNBLADID, 1 May 82) ....	23
Paper Comments on Achievements at Conference (Editorial; MORGUNBLADID, 4 May 82) .....	26
First Freezer Trawler Joins Icelandic Fleet (ATLANTIC FISHING, NEWS FROM ICELAND SUPPLEMENT, Jun 82).	28
Capelin Fishing Halted as Concern Over Stocks Continues (ATLANTIC FISHING, NEWS FROM ICELAND SUPPLEMENT, Jun 82).	29
Briefs Cod Shortfall	31

## TURKEY

Council Authorized To Extend Territorial Waters (Ankara Domestic Service, 29 May 82) .....	32
'VOTCP' Scores Territorial Waters Decision (Voice of Turkish Communist Party, 1 Jun 82) .....	33

## ICELAND WORRIED ABOUT SOVIET REDFISH TRAWLERS OFF COAST

Reykjavik ATLANTIC FISHING, NEWS FROM ICELAND SUPPLEMENT in English Jun 82  
p 6

[Text]

Early last month, the activity of what was a big foreign fishing fleet by Icelandic standards, off the SW-corner of this country, briefly had the news media and authorities here astir. The ado started when it came to light that some 40 Soviet trawlers were engaging in redfish operations out on the Reykjanes Ridge, which extends to the southwest from the Reykjanes peninsula.

The picture was clouded at first, but then a Coast Guard plane reported that the Soviet vessels, most of them large, numbered about 40 and were using pelagic trawls in 1,000-1,300-m-deep waters; the group included factory ships and two freighters. While that foreign fleet was operating well outside Icelandic resources jurisdiction, about 225 nautical miles from the tip of the Reykjanes peninsula, worries mounted because the catches were obviously redfish.

According to press accounts, the combined tonnage of the Soviet fishing vessels was roughly equal to that of the whole Icelandic trawler fleet, which consists of some 90 medium-sized vessels. News stories also emphasized that the redfish stocks in waters from the Faroes to East Greenland probably have been overexploited for several years.

The International Commission for Northwest Atlantic Fisheries has urged that the total annual take of redfish in this region be held to around 60,000 tons. One of the stocks in question has been exploited on a sizable scale by Icelandic operators in recent years; another ranges in deeper waters, while a third is chiefly pelagic and of virtually no interest to Icelandic skippers.

Icelandic redfish landings in 1978 totalled just 36,500 tons, but the figure rose markedly the following year — and reached 93,000 tons in 1981.

By the initial accounts of Coast Guard observers, the Soviet vessels' individual hauls seemed to yield from 30 to 50 tons. The decks were said to be covered from edge to edge with a reddish mass after the trawls came in. An Icelandic research ship and a patrol vessel soon made their way to the grounds, discovering that the catches were from a redfish stock long ignored by operators in this country.

Icelandic marine biologist Jakob Magnússon, who was on board the research vessel dispatched to investigate the situation, said that the typical Soviet performance out on the Reykjanes Ridge amounted to 20 tons from 6 hours of trawling.

He also noted that redfish ranging in that area were generally lean and discouragingly infested with parasites. As he explained to newsmen, Icelandic test catches from these waters, taken a decade ago, proved inferior to redfish from grounds closer to shore.

Nevertheless, at least two Icelandic fishing vessels promptly headed for the Reykjanes Ridge location. Naturally, there was little or nothing that authorities here could do about the Soviet presence there.

Commented Fisheries Minister Steingrímur Hermannsson (Progressive): "The Russians are operating in international waters ... There is no point in trying to reach an agreement with the Soviets alone on this matter ... But come June, there will be Iceland-EEC [European Economic Community] talks to the end of working out limits to redfish landings from waters between this country and East Greenland."

Worries over the condition of the redfish stocks centred, among other things, on a peculiarity of the species: a very slow growth to maturity. Curiously, the reproduction of redfish entails delivery of immediately viable offspring, not egg spawning.

WORLDWIDE AFFAIRS

BRIEFS

COOPERATION IN SEA FISHING SESSION--Sofia, 1 Jun (BTA)--The 21st session of the joint committee on applying the cooperation agreement in the field of sea fishing between the GDR, Cuba, Poland, Romania, the Soviet Union and Bulgaria began in the town of Sozopol today. There are going to be discussed matters of the further expanding and deepening of the cooperation in the field of sea fishing, of raising its efficiency. [Text] [AU011923 Sofia BTA in English 1832 GMT 1 Jun 82]

CSO: 5200/2086

EDITORIAL CAUTIONS GOVERNMENT ON APPROVAL OF LOS AGREEMENT

Canberra THE AUSTRALIAN in English 7 May 82 p 8

[Editorial]

[Text]

SINCE the time of the pirates of the Barbary Coast the maritime nations of the world have paid lip service to the concept of a universally binding law of the sea. Last Friday at a special session in New York the members of the United Nations voted to establish such a law.

Australia was among 130 nations to support the convention, which provides considerable benefits for Australia, including the recognition of the right to a 200-mile economic zone and to the exploitation of oil and gas in the waters above the continental shelf.

It is, however, worth noting that the United States was one of the convention's four opponents and that the USSR, Britain and West Germany abstained. If these important nations decide not to sign the convention treaty they will not consider themselves bound by its provisions.

The principal American objection arises from the rules to be applied to the mining of seabeds outside of the national economic zones. After 20

years of mining under licence by those nations who are capable of such an enterprise, a new UN authority may allow this mining to continue, or to award an "underdeveloped" country the right, or to retain the right for itself.

One needs to have an unjustifiable faith in the UN to be confident in the basis on which it would distribute licences and as to the manner in which it would distribute the proceeds if it decides to carry out the mining itself.

Past experience leads to the suspicion that largesse would be distributed on the basis of the political line of the potential recipients and in the interest of causes which may appeal to the majority of UN members but are contrary to the interests of Australia and our friends.

Before Australia signs the treaty, the Government has a responsibility to consider these problems carefully and to avoid the temptation of believing that any law of the sea is better than no law at all.

CSO: 5200/7540



## BRIEFS

**BARRIER REEF DETOUR**--International recognition has been won for Australia's Great Barrier Reef Marine Park. Following the acceptance of an Australian proposition by the Inter-governmental Maritime Consultative Organisation, international ships will avoid a section of the park's Capricornia area, which lies offshore from Rockhampton and Gladstone. The Federal Transport Minister, Mr Hunt, said this was an indication of growing international awareness of the importance of the reef. Officials said the area was off an important coastal fish nursery. [Brisbane THE COURIER-MAIL in English 3 May 82 p 22]

**ENDANGERED TUNA--CANBERRA**--Stocks of Australia's highly prized southern bluefin tuna are in danger of collapsing, CSIRO scientists have warned. Dr Garth Murphy and Dr Jacek Majkowski have called for a 20 per cent cut in catches by Australia and Japan--from 35,000 tonnes a year to about 28,000 tonnes. The scientists, from the fisheries research division, say that there could be a catastrophic collapse of the fish numbers in as little as five or six years if the spawning stock of the fish falls further. [Perth THE WEST AUSTRALIAN in English 4 May 82 p 75]

**LOS RIFT DENIAL--CANBERRA**--The Federal Government yesterday denied that some departments were divided over Australia's approval of the draft U.N. sea-law treaty. Australia joined 129 other U.N. member countries in voting in favour of the convention last week. The Deputy Leader of the Opposition, Mr Bowen, raised the issue of departmental support during question time when he referred to a report in the Financial Review yesterday that the ratification was opposed by the Department of Trade and Resources and by the Treasury. The Minister for Foreign Affairs, Mr Street, said that contrary to the report, he was informed "that there is agreement on Australia's attitude (to the treaty) between the departments." He said that Government policy was made by the Government, which had decided to support the treaty. [Perth THE WEST AUSTRALIAN in English 5 May 82 p 81]

**PRAWN FISHING CONTROLS**--Action is being taken by the Northern Territory Minister for Primary Production, Mr Steele, to gain greater control of coastal fishing grounds. Mr Steele wants to establish Fog Bay as a limited fishery in an attempt to protect local prawn fishermen. He has asked the Federal Minister for Primary Industry, Mr Nixon, to convene a special meeting of the Australian Fisheries Council in Darwin. [Canberra THE AUSTRALIAN in English 7 May 82 p 3]

## JUDGE CRITICIZES NAVAL ZEAL IN CATCHING TRAWLER

Bombay THE TIMES OF INDIA in English 16 May 82 p 9

[Text]

BOMBAY, May 15 (UNI): The captain and 14 crewmen of a Taiwanese trawler, captured in India's exclusive economic zone off Cochin last November, have been acquitted by a city metropolitan magistrate, who has passed strictures against the Indian Navy officers for failing to do their duty.

The entire proceedings in the case "savoured of high-handedness, arbitrariness and disregard for the law" and showed a "flagrant disregard" for the constitutional proprieties and guarantees afforded to individuals by articles 21 and 22 of the constitution, the magistrate, Mr. R. B. Maluste observed.

Mr. Maluste directed that the ship, the "Duan Long II", along with its fishing gear, equipment, stores, cargo and fish and seafood on board, be returned to its captain, Cheu Shui Po.

Cheu Shui Po and his crew had been charged under various sections of the Maritime Zones of India (regulation of fishing by foreign vessels) act, 1981.

The prosecution said that on November 3, INS "Brahmaputra" was directed to search for foreign fishing trawlers reported to be operating off India's western coast.

The seized trawler was taken to Cochin by the Brahmaputra on November 5, and its crew detained there. The vessel and crew were handed over to the coast guard authorities and brought to Bombay.

After a prolonged trial, the magistrate held that the Central government had not authorised any officer of the Indian Navy to take action under section nine of the act, and a naval officer had no power to stop or board a foreign vessel.

He passed strictures against the naval officers for failing to do their duty of handing over the crew to the police station at Cochin without any delay, and apprising them of the full particulars of the offences for which they were arrested.

## WRITER DECRIES TROUBLES OF INDIAN COAST GUARD

Calcutta THE STATESMAN in English 8 May 82 p 8

[Text]

**A**MID all the talk of Mirage-2000, Mig-27, anti-tank missile systems and killer submarines, some of the less glamorous activities of the defence organization are apt to be overlooked. One such is the Coast Guard, created to safeguard our 5,500 km-long coastline and protect the ocean wealth in our exclusive economic zone.

Similar organizations abroad—including the U.S. Coast Guard—complain of being treated as poor relations by their navies, which usually manage to palm off obsolete boats and mediocre officers. True to this pattern, the Indian Coast Guard started humbly in early 1977 with a fleet of seven old patrol boats and their complement taken over from the Navy and a retired Vice Admiral at its head. It was formally inaugurated with some fanfare in August 1978 with the statutory backing of the Coast Guard Act. By the middle of 1980, it had gained enough momentum to win Cabinet approval for acquiring Rs 100 crores worth of hardware, including Rs 70 crores for ships and aircraft. The organization then seemed poised for rapid growth—till it tried to equip itself.

To be sure, the Coast Guard has set up regional headquarters at Bombay, Madras and Port Blair and, more recently, at Haldia. It has made good progress in recruiting its own officers and sailors, though 80% or more of the personnel are still drawn from the Navy. A working drill for close coordination with the Customs department has also been evolved. The recently enacted Maritime Zone of India (Regulation of Fishing by Foreign Vessels) Act, 1981, provides for confiscation and severe penalties and has enabled the Coast Guard to capture quite a few trawlers poaching in Indian waters. The Defence

Minister told the last meeting of the parliamentary consultative committee of his Ministry that the coast guard was being strengthened "through the acquisition of off-shore and in-shore patrol vessels, helicopters and surveillance aircraft". Fine, except for the search for ships and aircraft for the last couple of years has brought only despair, thanks to official maladroitness and the wiles of Indian agents.

## SURVEY PLANES

An early policy decision had been taken to give priority to getting maritime reconnaissance aircraft for obtaining quicker information and optimizing the use of boats. Since the need was not for sophisticated machines but for simple, small aircraft allowing good visibility, which could be had readily and in large numbers to be able to cover the entire coastal area, the choice was to be determined mainly by cheapness and quick delivery. The Coast Guard accordingly asked to buy nine "Islander" aircraft at a cost of Rs 3 to Rs 4 crores in all and available practically off the hanger. As a bonus, there would be saving on support and maintenance facilities, as the Indian Navy is already operating these aircraft.

The Islander, however, found few takers among the higher ups. In fact, it got stuck in the type of slush that seems increasingly to distinguish—if that indeed is the word for it—military shopping in the Western market. A retired Navy officer is the Indian agent of the suppliers. There were allegations that top officials of the Ministry were showing undue interest in certain aircraft of Spanish and Italian origin, which the Coast Guard had found unsuitable. The

Minister, despite much opposition, mostly silent, the proposal for suggesting the use of Indian-made Avro, although a few were being discarded by the Indian Airlines. No one was going to risk his neck by rejecting out of hand a seemingly sensible (but really quite atrocious) option emanating from the topmost level in the Ministry's secretariat.

The next best thing was done instead: the setting up of a high-power Technical Committee to evaluate the Avro and to indicate if it needed to be modified to be suitable for Coast Guard use. The Committee's conclusions were: the Coast Guard did not need a 45-water aircraft for the surveillance role (the Islander being only a 35-water), each Avro would, in addition to the "throwaway" price of Rs 1 crore asked by the IAC, cost about Rs 4 crores for modification, its operating cost was roughly nine times that of the Islander. So that was that.

If anybody thought that, with the Avro's departure, the runway was clear for the Islander, he should have known that officialdom cannot be outmanoeuvred so easily. The case was then linked with the idea of a common light aircraft (LTA) for civil and defence use. This was as effective a way to kill the Islander proposal as any other, since half a dozen committees have already deliberated on the LTA feasibility without a conclusion being reached. The concept itself has some merit but is irrelevant to the Coast Guard requirements. Besides, the sequence of its being brought in was suspect. Next someone might well propose an HAL-designed aircraft for the Coast Guard.

The net outcome is no reconnaissance aircraft, none on order, none in sight. Except for the three Chetak helicopters delivered by HAL recently, the organisation continues to be at the mercy of the air force and navy for its search, surveillance and other tasks—and when air craft are shared by them.

## PATROL BOATS

Efforts to obtain ships have fared no better. Three offshore patrol boats are under construction at the Mazagon Dock in Bombay but the first of these will, if all goes well, be delivered

only late next year. Sanction also exists for three seaward defence boats (SDBs) to be built by Garden Reach Shipbuilders & Engineers (GRSE), Calcutta, the shipyard earmarked for smaller ships and known for executing orders in its own good time. Three SDBs ordered by Customs in 1976, which stand diverted to the Coast Guard, are still not ready and will not be ready this year.

Two others, ordered by the Navy in 1977, is were, however, delivered at the end of 1980 which on past record was a favour of sorts—except that their basic design was found defective. The hull lines were faulty, making the boat unstable and prone to cavitation. It was also too heavy, so that a more powerful engine had to be put in, which in turn increased the tendency of the propellers to create cavitation.

Predictably, the Coast Guard showed little enthusiasm for its ships being built by GRSE and sought to import them instead, as also the construction technology. This came to be known as the Inshore Patrol Vessels (IPV) project for which, after approaching a large number of foreign shipyards and receiving their responses, two Japanese and one South Korean shipyard were shortlisted. Meanwhile the Government agreed in June last year to the import of four IPVs and to six more being ordered on the Indian shipyard, based on imported design of the selected source.

In a country used to sending dignitaries on foreign jaunts on the weirdest of excuses, the Defence Ministry could hardly be expected to tackle a deal for purchase of ships without at least one official team visiting foreign shipyards for first-hand information. A broad-based technical delegation was, therefore, readied to visit Japan and Korea before anyone got down to serious business. Now things began to happen.

An official in the Prime Minister's office was reportedly "not satisfied" with the shortlisting of the shipyards. After a question and answer session the visit was eventually cleared with a rider that, if in the meantime anything else worth while can be located, it should also be considered. And it did no good to official credibility that, within a few days, an offer enticingly arrived from another Korean ship-

yard called Taehwa, which is the Daewoo Corporation's representative in India, recommended to visit the shipyard in the right place. The IPV was asked to visit the Taehwa shipyard too.

## RIVAL LOBBIES

Detailed negotiations with the parties followed the delegation's return to India in November last. The resultant recommendation, said to be in favour of Sunmudagawa of Japan, is evidently not to the liking of the late entrant in the race. The Ministry has been treated to a spate of letters explaining how stupid it is being in ignoring Taehwa. And with what could well be the envy of any intelligence-gathering agency, the letters seem to use inside information on who said what and when and where, including opinion, expressed by individual members of the evaluating team.

The tangled response of the authorities was to order the motions of technical, financial and commercial evaluation again and yet again. After the exercise had been repeated a couple of times the Director General Coast Guard reportedly got fed up, and said so with the help, one suspects, of some of the choice expletives which Admirals like to use when upset. Another Vice Admiral took over as DG from April 1 this year.

The final decision, which sources claim is imminent, may yet cause purpling of some faces. Meanwhile, this programme finds mention in the Defence Ministry's Annual Report 1981-82 in these carefully drafted terms: "In order to meet the urgent requirements of the Coast Guard, it is proposed to acquire four fast patrol craft (Inshore Patrol Vessels) from a foreign shipyard. This project also envisages transfer of design and technology to enable indigenous construction of similar craft to be undertaken in Indian shipyards. The process of selection of a foreign shipyard is going on and writers for these vessels are likely to be placed shortly."

The young Coast Guard is not getting any thinner, but the weight it is allowed to put on so far is in the wrong places—mainly by way of manpower. To thrive and grow in the present environment, it must, true to its naval parentage, learn to sail with the wind.

## BRIEFS

SEA LAW BENEFITS NOTED--MADRAS, May 17--About 20 fishing vessels found poaching in Indian waters were captured last year by the Indian Navy and the Coast Guard. Giving this information to newsmen here today, Vice-Admiral M. K. Roy, Flag Officer Commanding-in-Chief, Eastern Naval Command, said the signing of the Law of the Sea by the year-end would greatly help India in containing poaching activities in the Indian Ocean. He said the highlights of the Law, approved by the UN last week, were the provision of "Territorial Seas" to a country up to 20 km, a "Contiguous Zone" for the next 40 km and an exclusive Economic Zone of 320 km. In effect, he said, all international straits less than 40 km would now become "national". About 120 straits in the world were affected by this new rule. Admiral Roy said environment and pollution were new areas where the Navy could play a vital role. He was speaking to newsmen on board INS Amba, which docked at the Madras Port on its way back from Sri Lanka. The Commanding Officer of the ship, Captain Suresh Bhandoola, said INS Amba was a submarine support vessel which provided total support to submarines far out on the seas. She was now training 65 cadets of the Navy's integrated course. [Madras THE HINDU in English 18 May 82 p 11]

DEEP SEA FISHING BOOST--NEW DELHI, May 7 (PTI)--The government proposes to expand the fleet of deep sea vessels from 57 to 350 by the end of the current five-year plan, the Union minister of state for agriculture and rural development, Mr. R. V. Swaminathan, said here yesterday. Inaugurating the day-long national workshop on fisheries development, the minister said, marine fish production for 1982-83 has been fixed at 1.86 million tonnes against 1.69 million tonnes in the previous year. The target for inland fish production been increased to 1.1 million tonnes this year against 955,000 tonnes in 1981-82, the minister added. Besides secretaries and commissioners incharge of fisheries of various states and Union territories, officials of the Union ministry of agriculture, representatives from port trusts, and planning commission are also participating in the workshop organised by the Union ministry of agriculture to discuss measures for increasing fish production. [Bombay THE TIMES OF INDIA in English 8 May 82 p 13]

CSO: 5200/7041

## U.S. CUT IN ALASKAN FISH QUOTAS PROTESTED

OW051051 Tokyo KYODO in English 0917 GMT 5 Jun 82

[Excerpts] Tokyo, June 5, KYODO -- Japan and the United States will hold five-day talks in Seattle, Washington, next week to reexamine Japan's import quotas on Alaskan pollack and herring.

The talks, which open next Monday, are expected to center on a U.S. request for a huge increase in its pollack quota from 14,000 tons for fiscal 1981 to 400,000-600,000 tons for the current fiscal year. The U.S. delegation made the strong request taking into consideration the current trade friction between the two nations.

Informed sources close to the Fishery Agency said the outcome of the talks will have serious influence on bilateral fishery negotiations for extension of the five-year Japan-U.S. fishery accord, which are scheduled for June 15-16 in Washington.

Japan is expected to make a substantial compromise with regard to the pollack quota, proposing that the quota be raised to the 60,000 ton level in fiscal 1982, and to the 200,000 ton level within the next four or five years to partly accommodate the U.S. demand.

During the bilateral talks, Japan will also file a strong protest with the U.S. Government against a sharp cut in the fish quotas for Japanese fishing operations within the 200 nautical mile zone off U.S. coasts.

At the talks in Seattle, the Japanese delegation will be led by Kiichi Inoue, director of the Oceanic Fishery Department of the Fisheries Agency, along with Fumio Imanaga, executive director of the Nippon Suisan Kaisha. The U.S. will be represented by W. Gordon, director of the National Marine Fisheries Service Department of the U.S. Department of Commerce.

At the governmental negotiations to be held in mid-June, Japan will be represented by Inoue and the U.S. by T. Kornmiller, deputy assistant secretary of state.

CSO: 5200/2086



JAPAN

BRIEFS

DPRK TO FREE BOATS--Fukuoka, May 20, KYODO--Two Japanese dragnet fishing boats seized by North Korea will be released upon payment of a fine by their owner, it was learned Thursday. The two ships are the No. 85 Kyofuku and No. 83 Kyofuku, both of 114 tons and with 12 and 13 crewmen, respectively, owned by Taiju Fishery Co. in Fukuoka city. They were seized by a North Korean warship while operating in the Yellow Sea on May 11. It is assumed that they were suspected of violating North Korea's military demarcation line. The fine to be paid by the owner reportedly amounts to yen 13 million. [Text] [OW200951 Tokyo KYODO in English 0940 GMT 20 May 82]

CSO: 5200/2086

CAPTURED JAPANESE FISHING BOATS ARE RELEASED

SK280434 Pyongyang KCNA in English 0429 GMT 28 May 82

[Text] Pyongyang, May 28 (KCNA) -- The Japanese fishing boats "Kyofuku-Maru No. 83" and "Kyofuku-Maru No. 85" belonging to the Taiju Fishing Company, Ltd. of Japan were apprehended by a patrol boat of the navy of the Korean People's Army at around 10 hours on May 11 while fishing after illegally intruding into the spot 38 degrees 5 minutes north latitude and 124 degrees 15 minutes east longitude inside the military boundary of the Democratic People's Republic of Korea.

It was not the first time that Japanese fishing boats did fishing after illegally crossing the military boundary of the east and west sea of our country. In April alone they numbered several hundreds, of which more than ten were apprehended.

Each time the competent organ of the DPRK took lenient steps, taking into consideration the good-neighbouring relations with the Japanese people. Although the apprehended boats and crewmen should have been punished by law of our country, the competent organ of the DPRK leniently pardoned them as they honestly admitted their crime and gave assurances that they would no more cross the military boundary, and sent back all the crewmen together with their boats on May 28.

The competent organ of Japan must not abuse the friendly step of the DPRK Government but take appropriate measures lest Japanese fishing boats should cross the military boundary of our country.

CSO: 5100/2187



## PRK THREATENS OFFSHORE OIL CONCESSIONAIRES

Bangkok BANGKOK POST in English 30 Mar 82 p 21

[Article by Alan Dawson]

[Text]

**PHNOM Penh's Heng Samrin regime yesterday claimed that Thailand had illegally auctioned off Kampuchean waters to foreign oil exploration firms. It warned the firms to keep their rigs out or face the consequences.**

A statement from the administration's Foreign Ministry contained specific warnings to an American-Japanese consortium to stay out of two exploration blocks in waters west of Trat, Thailand's southeastern-most province.

The blocks specified are B-5 and B-6, which were awarded several years ago to a 50-50 joint venture of American oil giant Amoco and Idemitsu Exploration Co (Thailand), a subsidiary of Idemitsu Kosan Co Ltd of Japan.

Ownership of the waters and continental shelf off southeastern Thailand have been disputed by Kampuchea and Thailand for many years. But current hostility between the two nations because of Vietnam's 1979 invasion make the Kampuchean threats more serious.

The Thai Foreign

Ministry withheld comment on the Kampuchean claim until officials had seen the document.

But a ranking official of the Mineral Resources Department told *Business Post* that he was surprised at yesterday's statement from Phnom Penh.

The exploration concession was granted to the companies in April 1980, following the rectification of the convention on continental shelf and Geneva conventions on the Law of the Sea in 1968," he said. "Kampuchea at that time (under Prince Norodom Sihanouk, and later under Lon Nol and the Khmer Rouge) did not protest or claim the waters involved."

The Heng Samrin regime, which now rules

the country along with 200,000 Vietnamese troops, said it had learned the foreign companies "had just obtained concession rights for petroleum exploration" on the two blocks, which total about 25,857 square kilometres of undersea territory.

The Phnom Penh statement said Kampuchea was willing to talk over the issue. "Nevertheless, the People's Republic of Kampuchea is firmly determined to defend its sovereignty, its territorial integrity and its rights to natural resources in its maritime zone and its continental shelf."

"Any foreign company which conducts petroleum exploration on the Kampuchean continental shelf without authorization from the Peo-

ple's Republic of Kampuchea will be responsible for all consequences which arise from their illegal actions."

This, in diplomatic language, is a threat to attempt to blow any oil exploration rigs or ships out of the water. In 1974, a similar threat by South Vietnam to an American firm drilling in waters claimed by Kampuchea resulted in an immediate halt to drilling by the US company.

The blocks have been inactive for many years. In fact, in 1977, Amoco and Idemitsu announced plans to drill a 7,000-foot test hole on block B-5 using the drilling ship *Darsond M Dragon*, but it could not be learned immediately yesterday if the test hole was drilled.

Neither Amoco nor Idemitsu officials could be reached for comment yesterday.

'NHAN DAN' REVIEWS STATEMENT ON TERRITORIAL WATERS

BK080323 Hanoi NHAN DAN in Vietnamese 12 May 82 p 3

[Article by Luu Van Loi: "Our Sea Areas and Continental Shelves"]

[Text] May 12, 1977 was an important date. On this date the SRV Government made public a statement on Vietnam's territorial waters, contiguous zones, exclusive economic zones and continental shelves.

Inviolable Rights:

In its 12 May 1977 statement, our government stipulated the limits of Vietnam's territorial waters and continental shelves and its sovereignty and other national rights over this area.

Vietnam is a country that borders on the Eastern Sea. A legend--which has been passed on since the early days when the country was first founded--has it that our first ancestors were born from a sac that contained 100 eggs. After their birth, 50 of them followed their mother to go to the mountains while the other 50 followed their father to go toward the sea. This attests to the fact that the early Vietnamese did not confine themselves to the Red River Delta, but they also set out to conquer both the mountains and the seas. Despite this, until recently our people still had simplistic, if not vague, ideas about the law of the sea. Also, our people used to talk vaguely about territorial waters and the sea area. In fact, the seas are divided into two sections: an open section and a section under national jurisdiction. National waters are also subdivided into many parts: namely internal waters, territorial waters, contiguous zones and exclusive economic zones. Under the national waters lies the continental shelf.

In the 12 May 1977 statement, our government also made public its view and stipulations on the limits of and its sovereignty and rights over Vietnam's territorial waters and continental shelves.

Territorial waters are sea areas over which we exercise full sovereignty. This also applies to the airspace, the seabed and the strata under the seabed within the territorial waters. Our territorial waters extend 12 nautical miles (1 nautical mile equals 1,832 meters) or approximately 22 km, not measuring from the coastline but from a baseline which links those points along the coast which jut out to sea with the furthestmost points on Vietnam's offshore islands, measuring from the lowest tidal mark outward. This baseline will be

made public at an appropriate time, but we are certain that this line will be precisely the line that links various islands bordering the coast because our country possesses many islands along the coast.

The waters within the baseline and close to the coast are the internal waters of the SRV as defined by the law on inland territory.

The contiguous zone is the sea area from the furthest extreme of Vietnam's territorial waters to a point 12 miles away. In the contiguous zone, we exercise the control necessary to maintain security and to protect our interests in maritime customs and taxation and to ensure respect for regulations regarding public health, migration and immigration within our territory or territorial waters.

The exclusive economic zone starts from the outermost point of Vietnam's territorial waters and, together with the territorial waters, forms an area 200 nautical miles wide, measured from the baseline which is used to measure the width of Vietnam's territorial waters.

In the exclusive economic zone, our country exercises many designated economic rights over many sectors, such as exploration, exploitation, protection and control and natural resource and living or nonliving things in the waters, in the seabed and in the strata under the seabed. These rights are regarded as exclusive rights. This means that whether or not we declare our possession of or exploit these natural resources, they will remain in our possession.

The continental shelf is composed of the seabed and the strata under the seabed which are within the natural area of Vietnam's continent and which extends beyond Vietnam's territorial waters to the outermost points of the continent. Despite the fact that there are places where the outermost points of the continent are less than 200 nautical miles from the baseline -- which is used to measure the width of the Vietnamese territorial waters -- the continental shelf must always be considered to be 200 nautical miles from the baseline. Our country has total sovereignty over the exploration, exploitation, protection and control of all the natural resources within Vietnam's continental shelf, including mineral deposits and living and nonliving things which are found on Vietnam's continental shelves.

All islands and groups of islands which are Vietnamese territories and which are located beyond the territorial waters of the Vietnam mainland have their own territorial waters, contiguous zones, exclusive economic zones and continental shelves.

As our country shares the same sea areas with many countries which are located opposite or close to us, we must tackle in a positive manner those problems related to the boundaries of our country's territorial waters and continental shelves with each of these neighboring countries. Therefore, based on its policy of peace, cooperation and friendship, and from its attitude of good will, our government pointed out in its 12 May 1977 statement that "it will sit down with neighboring countries to solve problems related to each other's territorial waters and continental shelves through negotiations on the basis of respect for each other's independence and sovereignty in accordance with international law and customs."

#### Continental Vietnam and Oceanic Vietnam:

The French formerly applied law in Indochina which they had enacted in 1888. Under this law -- which became effective in 1926 -- the French established a width of 3 nautical miles (approximately 5,500 meters) for Indochinese territorial waters. In 1936, the French

readjusted the width of Indochinese territorial waters to 20 km (approximately 10.5 nautical miles), measuring from the lowest tidal mark outward.

After the August 1945 revolution, our people founded the Democratic Republic of Vietnam. But, in fact, we had to concentrate our greatest efforts on carrying out the resistance that led to the defeats of the French colonialists and the U.S. imperialists and to the achievement of national liberation and unification. There was only one time that the government of the Democratic Republic of Vietnam claimed territorial waters 12 nautical miles wide to be controlled by the Vietnamese states. Although this claim did not set forth any clear-cut stipulations, it reflected our government's desire to extend its territorial waters to width of 12 nautical miles.

In the south, the Saigon administration claimed a width of 12 nautical miles for its territorial waters (in 1974), 12 nautical miles for its contiguous zone (in 1965), 62 nautical miles for its exclusive fishing zone (in 1972), and an extension of its claim to a depth of 200 meters for its continental shelf in accordance with the concept laid down in the 1958 Geneva convention on continental shelves.

In short, since the people assumed administrative power, our country had not established official regulations on its territorial waters, contiguous zones, exclusive economic zones and continental shelves.

The 12 May 1977 statement rectified this situation and it is of great significance.

Legally speaking, this was the first time the Vietnamese people's administration had officially established limits for each sea area and continental shelf of unified and sovereign Vietnam, and the rights of our country over its sea areas and continental shelves. This is the Vietnamese people's administration's first legal document on the seas, and it is a first, but very basic, step toward documenting our country's sovereignty and rights on the seas.

With its 12 May 1977 statement, our state clearly asserted its sovereignty and rights over specific sea areas and continental shelves so that other countries may know and respect them and our people and armed forces can resolutely defend them. Our country's sovereignty has thus been extended toward the seas to cover the exclusive economic zones and continental shelves. In view of this, the formerly held concept that Vietnam consisted only of the S-shaped continent and the Hoang Sa and Truong Sa archipelagoes has now become obsolete. Since 12 May 1977, Vietnam has been comprised of continental Vietnam, measuring 329,600 square kilometers, and oceanic Vietnam, which is several times larger than continental Vietnam and includes the two archipelagoes of Hoang Sa and Truong Sa. Today's Vietnam spreads from the vast expanses of mountains, forests and ricefields to an immense part of the Eastern Sea. Since the founding of the State of Van Lang [the first Vietnamese state], our country has gone through many stages of development; but this marked a turning point in our national history: Our country expanded eastward vigorously on the basis of international law.

The assertion of our country's inviolable sovereignty over the continental shelves and exclusive economic zones is of great significance because the part of the Eastern Sea that belongs to Vietnam, especially the areas surrounding the Hoang Sa and Truong Sa archipelagoes, is very rich in natural resources, notably petroleum and natural gas.

This is of even greater significance in the field of security. Today, everyone is clearly aware of the true face of the Beijing reactionaries. Following in the footsteps of the feudal and bourgeois Chinese administrations of old, they are pursuing their traditional scheme of expanding southward, with the first target being Vietnam, which will be used as a springboard to conquer other countries in Southeast Asia. Their plan is to gradually control and then monopolize the Eastern Sea in an attempt to blockade Vietnam, Laos and Kampuchea, spread throughout the rest of Southeast Asia and control sea and air lanes between east Asia and Europe, Africa, South Asia and West Asia, as well as between the Pacific and the

Indian Ocean and the Atlantic. In asserting our country's sovereignty over the part of the Eastern Sea that belongs to Vietnam, including the strategically situated Hoang Sa and Truong Sa archipelagoes, we are not only protecting our country's legal and legitimate interests, but also making a practical contribution to checking Beijing's scheme of oceanic expansion for the sake of peace and stability in Southeast Asia.

In all respects, the 12 May 1977 statement of our government is indeed of historic significance.

With a new Vietnam comprising a continental part and a much larger oceanic part, we must change our way of thinking and posing and resolving problems which face the country. For example, in natural geography, we used to talk only about land and sea areas in general terms, inland mineral deposits and climatic zones in the lowlands from north to south and in the mountain and highland regions. In reality, the entire Eastern Sea areas, particularly the Hoang Sa and Truong Sa areas, should be considered a separate region due to their special characteristics in many respects. This region has two distinct climatic seasons (the rainy and the dry seasons) and is the most storm-prone region of our country. Its mineral resources, though lacking in variety, are economically very significant, including phosphate (taken from guano) which can be found in amounts ranging in the millions of tons on some islands, and petroleum and natural gas which, though yet to be systematically explored, exist, in all probability, in large deposits on our country's continental shelves.

In delineating economic zones and exclusive economic zones, we must not overlook the continental shelves in general and the Hoang Sa and Truong Sa areas in particular, because once work is started on the exploitation of petroleum and natural gas in the continental shelves, it will have a tremendous impact on our national economy. From a scientific standpoint, the formation of the seabed, the continental shelves and especially the atolls in the Hoang Sa and Truong Sa areas present many interesting issues in the pedological, botanical, biological, climatic, hydrological and other fields, which are completely different from those on land.

The 12 May 1977 statement by our government, with its rich content and great significance, poses for us a series of problems that must be resolved in order to control our sea areas, defend our sovereignty and protect and exploit the natural resources existing in our country's sea areas and continental shelves.

CSO: 5200/2086



GERMAN DEMOCRATIC REPUBLIC

INTERVIEW WITH LAW OF SEA CONFERENCE DELEGATE

AU191348 East Berlin NEUES DEUTSCHLAND in German 18 May 82 p 6

[Interview with Gunter Goerner, head of the GDR delegation to the Third UN Law of the Sea Conference -- date and place not given]

[Text] Question: After many years of negotiations the new convention on the Law of the Sea was recently adopted in the UN headquarters in New York. How do you assess the achievement of the convention under the present international conditions?

Answer: The convention is the result of many years of constructive cooperation of the countries of the socialist community with the nationally liberated countries of Asia, Africa and Latin America, which jointly reject the efforts of the United States and certain other imperialist states to obtain unilateral advantages in determining the new legal order on the seas. The completion of the convention -- over 150 states actively participated in working it out -- demonstrates that even in the present complicated international situation it is possible to settle global problems which are of a vital interest for all states and develop new fields of peaceful international cooperation. The provisions of the convention aim -- as is stated in its preamble -- at contributing to strengthening peace and security and to peaceful cooperation between all countries and at promoting the economic and social progress of all peoples in accordance with the aims and principles of the UN Charter.

Question: What are the most important provisions of the convention and how are the interests of the socialist countries taken into account?

Answer: The convention provides in a comprehensive way, on the basis of international law, for nearly all human activities on the seas. Here both the already valid norms of international law, for example, the legal order governing territorial waters, the continental shelf and the high seas, are confirmed and completely new provisions, like the creation of economic zones and the legal order governing the exploitation of the resources of the seabed are included. For the GDR, which transports over a third of its foreign trade goods by sea, the provisions on the freedom of navigation for all ships, including through international straits, are important, as are the provisions on the conservation of the maritime environment and free scientific maritime research.

As with all worldwide international agreements between states of diverse socioeconomic systems mutual concessions by the participating states were inevitable in working out the convention on the Law of the Sea. Not all the demands of each individual state could be taken into account but no provision of the convention goes against vital national interests of any state.

On the adoption of the convention, therefore, the GDR and the other socialist states also declared their full support for the text of the convention and its resolutions on

the participation in the convention of national liberation movements and territories whose peoples have not yet achieved full independence and on the commission to create an international seabed authority.

Question: When there was a vote on the entire package of the results of the conference the GDR and other socialist states abstained. How is one to understand this abstention?

Answer: In the last days of the negotiations the president of the conference submitted on behalf of the United States and other imperialist states a draft resolution on the protection of so-called pioneer investors in deep sea mining.

According to this resolution, enterprises which have already invested at least 30 million U.S. dollars in deep sea mining should be given preferential rights in investigating and exploiting the resources of the deep sea. The deep sea mining enterprises of the USSR, India and several other countries will only be registered as pioneer investors if these countries have signed the convention, whereas four transnational concerns, which include legal entities from the United States and Canada, as well as from six Western European countries, will be granted the status of pioneer investor if only one of the countries of North America or Western Europe has signed the convention.

Owing to this regulation the USSR and other countries are politically discriminated against. Moreover, it can make difficulties for the international seabed authority which will be set up, as some states may stay out of this authority, whereas the transnational concerns are engaged in sea mining. Therefore, this resolution cannot be adopted by the socialist countries. As no motions for amending this draft resolution and no separate vote on it were allowed the socialist countries were forced to abstain in the overall vote. This, however, does not affect the positive evaluation of the convention itself as well as of the other resolutions.

CSO: 5200/2086

## INTER-AMERICAN AFFAIRS

### BRIEFS

TRINIDAD-VENEZUELA CLASH--Port-of-Spain, Trinidad, Tuesday (CANA)--The Trinidad and Tobago Coast Guard has been ordered by the Ministry of National Security to give a detailed account of an incident in which a Coast Guard vessel allegedly fired on Venezuelan fishermen in their territorial waters a few days ago, a senior government official said. Radio reports from Venezuela monitored here, claimed that members of the Trinidad and Tobago Coast Guard had boarded a Venezuelan fishing vessel Thursday and assaulted the ship's captain. The Permanent Secretary in the Ministry of National Security, Leo Seebaran, said the Coast Guard was to report immediately on the matter. But commander of the Defence Force, Commander Mervyn Williams who has also ordered an investigation into the reports, said to his knowledge the incident did not take place. A spokesman from the Venezuelan Embassy here said he had heard the newscast, but had received no official word from Caracas. Alleging hostilities by the Trinidad and Tobago Coast Guard, the Venezuelan radio report said the local vessel later made off with the fishermen's catch. [Text] [Bridgetown ADVOCATE-NEWS in English 19 May 82 p 3]

CSO: 5200/7541



## BRIEFS

OFFICIAL ON U.S. EMBARGO, TUNA SALES--Mexico City, 20 May (EFE)--Fernando Rafful, chief of the Mexican Department of Fisheries, said here today that Mexico is not prepared to resume its participation in an organization like the "international agreement on yellowfin tuna," CIAT. In a statement to the press, the official added that returning to the CIAT would mean "reversing everything we have achieved regarding fishing development; that is, our tuna catch would be limited to 26,000 tons a year whereas we now have a capacity to catch up to 80,000 tons." He added that his country is well disposed toward opening negotiations to lift the tuna embargo the United States imposed on Mexico in 1980, which he described as "inappropriate." Rafful explained that the United States has in no way pressured Mexico to resume the negotiations or to return to the CIAT. He noted, however, that talks with the United States may be resumed before the end of this year. On other subjects, the fisheries official reported that progress has been made with Italy regarding exports of processed tuna. He said some quantities have been sold to Panama and that negotiations have been initiated with Spain and France to determine the quantities of surplus that may be supplied to them. [Text] [PA151610 Madrid EFE in Spanish 0016 GMT 21 May 82]

'READY' TO RESUME TALKS--Mexico, 19 May (NOTIMEX)--Fernando Rafful Miguel, chief of Mexico's Department of Fisheries, today said Mexico "is ready" to resume dialogue with the U.S. Government to find a solution to the tuna embargo. He defined the current tuna embargo by the U.S. authorities as "inadequate" and stated that the problem should be resolved "by countries which share common obstacles and borders." He added, however, that in order to reach any possible agreement it must be clear that Mexico will refuse to "reverse its position on closed issues" such as Mexico's return to the Inter-American Tropical Tuna Commission. [Excerpt] [FL200001 Mexico City NOTIMEX in Spanish 2235 GMT 19 May 82]

CSO: 5200/2086

## ITALIAN COMPANY TO UNDERTAKE FISHING PROJECT

Libreville L'UNION in French 10 May 82 p 4

[Text] By virtue of a document signed in Libreville on 7 May, the Italian consortium of Ingeco-Breda-Progetti could very well undertake the Port-Gentil integrated fishing project this year.

The document was signed for Gabon by Dr Herve Moutsinga, minister of waters and forests, and for Italy by Messrs Ruggeri, Alberto Mara and C. Bertone. The signing was also witnessed by Mapangou Bourobou, adviser to the minister, Ondo Obame, deputy general director of waters and forests, and Mathieu Ndong, director of industrial fishing and maritime activities.

The negotiations, which had been going on since 27 April between the Italian delegation and experts from the ministries in question, including waters and forests, have therefore reached the stage of the joint drafting of this preliminary declaration of intention, which Dr Moutsinga presented as proof of the Italian and Gabonese authorities' determination to express their excellent relations in concrete, lasting actions.

The Port-Gentil integrated fishing project was presented to Italian economic operators in November 1981 as part of a series of priority industrial projects by President El Hadj Omar Bongo at the time of his working visit to Rome.

Because of its experience in industrial fishing and fish processing, the Ingeco-Breda Progetti group later manifested its wish to participate in the project. A document was submitted to Minister Etienne Moussirou (Commerce and Industrial Development) by Alberto Mara.

At the same time, through that document, the group gave a resume of its knowledge, capabilities and experience in different industrial activities. At the time of a business trip to Rome in January 1982, a visit essentially based on the continuation of talks begun by the chief of state, ministers Etienne Moussirou, Pascal Nze (Planning and Development) and Jean-Pierre Lemboumba Lepandou (Economy and Finance) were once again to examine the proposal from Ingeco-Breda Progetti.

The signing of the declaration of intention on Friday constitutes the end of the first phase of negotiations. The second phase will involve the determination of the material, technical and human resources needed to actually begin work.

For the time being, it has been approved that the project will essentially involve the creation of a flotilla under the Gabonese flag for the working of pelagic resources to be processed, the construction of a complete processing plant (canning, and so on), equipped with a cold storage room, a fish processing chamber, laboratory, workshops, offices and housing. A training program for Gabonese personnel was also studied.

Financing of the project will come from the major line of credit which the Italian Government granted Gabon in November 1981, with the amount of that credit to be set by a joint agreement between the two parties. According to plans, the plant's production capacity is 8,000 tons of canned products a year.

In addition, Ingeco-Breda Progetti brought another Italian firm, COGEPI [expansion unknown], into its negotiations with Gabon, in the person of Mr Marchio, who has been in Gabon for 7 years and involved in the development and working of marble, forest production, the marketing of Italian products and construction of the Trans-Gabonese Railroad. Ingeco-Breda Progetti also has experience in Africa, having served as a general entrepreneur and supplier of food technology to Algeria, Tunisia, Nigeria and Saudi Arabia.

Already present in sectors such as professional training and railroad construction, Gabonese-Italian cooperation, through completion of the Port-Gentil integrated fishing project [portion of text missing].

11,464

CSO: 5200/5660

## LOS AMBASSADOR ANDERSEN COMMENTS ON UN CONFERENCE

Reykjavik MORGUNBLADID in Icelandic 1 May 82 p 1

[Interview with Hans G. Andersen, Icelandic Ambassador to the United Nations, by Eyjolfi Konrad Jonssyni, correspondent for MORGUNBLADID; in New York on 30 April 1982]

[Text] New law of the sea proposals were approved yesterday in the LOS Conference of the United Nations. At the request of the Americans, votes were cast in letters written to the conference president yesterday morning, and attendance was taken. The proposals were approved by 130 nations, while four voted against them and seventeen abstained from voting. Negative votes were cast by the United States, Israel, Venezuela, and Turkey; abstentions involved the Eastern European nations, Romania, the EEC nations, Thailand and Spain. The conference in New York adjourned yesterday evening, following the many difficulties which have been undergone in the course of the past few days, chiefly having to do with the exploitation of the resources of the sea floor many miles out. "This is a real turning-point for us Icelanders, in our 35-year struggle over territorial waters," Ambassador Hans G. Andersen said in an interview with MORGUNBLADID.

[Andersen] "The proposals were patterned after the coastal waters laws of 1948," the ambassador continued. "They stipulated that Icelandic laws and regulations should be valid in Icelandic waters. This policy aimed at having Icelandic jurisdiction over the ocean resources in these waters without extending the actual territorial waters line; that is to say, provisions were made for resources jurisdiction outside of the territorial waters. It was this policy which has now achieved a real victory in the approval of the LOS proposals, which will be underwritten later this year and will become valid 12 months after 60 nations have approved them.

[MORGUNBLADID] What is uppermost in your mind right now?

[Andersen] Now that this matter has been taken care of, I suppose that I feel happy, and I am tasting the sweetness of victory; but I also feel thankful for the excellent cooperation I felt from delegates of many other nations at the conference. Within the Icelandic delegation, we were always in agreement. All our delegates and political party representatives

all through the conference have always seen our final goal as a guiding light; and here we are sailing into the harbor with that lighthouse dead ahead, as it were. It is wonderful to have had the opportunity to have embarked on this hazardous voyage, especially now that we are reaching our destination after perservering through the surf and the rocks.

[MORGUNBLADID] Can you tell us something about the content of the proposals?

[Andersen] Well, the entire document, including the amendments, takes up some 500 articles. I cannot really say that I have made a note of every article or every sentence. The proposals cover an area which takes up some three-quarters of the earth's surface, and they include details of many complicated and difficult issues. There are regulations concerning territorial waters, coastal waters, economic jurisdiction, the high seas and the sea floor in those areas, etc.

I can say, though, that those issues which have the most significance for us Icelanders have been achieved. Within a 200-mile economic jurisdiction, the Icelanders have sovereign rights over the resources of the sea. We will determine ourselves our own fishing quotas and limits, and the quantity of the amount fished that we will utilize for ourselves. We will also determine what to do with the excess, and will not be bound by regulations which apply to the fisheries of landlocked nations, or of those nations whose geographical position puts them under the jurisdiction of others. These provisions will not be subject to the decisions of third parties. This has always been one of our chief goals, and it is now a part of the new LOS negotiations, as well as a myriad of other items which in no way diminish what I have just described.

It is no exaggeration to say that the Icelanders have won a great victory. The dream has become reality.

[MORGUNBLADID] The United States voted against the new agreements. What does this mean?

[Andersen] It has long been thought that the Americans would be the prime movers in the exploitation of the sea floor in international waters. However, that does not mean that they will not honor these new agreements. Whether they do or not, though, they may well oppose this because of individual firms participating in industry on the sea floor.

[MORGUNBLADID] When did the provisions for Iceland come into being?

[Andersen] When the first LOS conference was held in Geneva in 1958, proposals were made to set maximum territorial waters at 12 miles. The Icelandic delegation had two things in mind: on the one hand, to emphasize the necessity that natural resources jurisdiction would be recognized outside the actual territorial waters line, and on the other hand, to emphasize that a nation which based its living on fisheries ought to be able to enjoy genuine independence. No decisions were reached on these

issues in 1958, and because of this another session was called in 1960. We repeated our arguments there, but achieved no results. We continued this tradition at this conference. Our provisions come into the text early on, in Article 71. All attempts to deter these provisions or to eliminate them from the text have failed.

9584

CSO: 5200/2075



## PAPER COMMENTS ON ACHIEVEMENTS AT CONFERENCE

Reykjavik MORGUNBLADID in Icelandic 4 May 82 p 18

[Editorial: "LOS Controversy Safe in Harbor"]

When the Icelandic Althing approved the so-called coastal waters laws in April of 1948, there was a provision in them that the extension of fishing jurisdiction, but not the actual territorial waters boundary, would be covered under the coastal waters heading. The South American nations which depended on a coastal waters policy had aimed at the extension of the actual territorial waters, but such an extension never reached international approval. Since 1948 the Icelanders have carried out their jurisdiction over the natural resources of the sea in compliance with the coastal waters laws. But in the new Law of the Sea agreements which were approved by 130 nations at the LOS conference of the United Nations in New York on Friday, April 30, the policy of coastal waters laws was confirmed by the international community. The foundation which was laid by the coastal waters laws of 1948 has received unequivocal approval in the international arena. Though this regulation was actually approved earlier in our Icelandic territorial waters battles, the results of the LOS conference are a confirmation of the legitimacy of our struggles, which concluded with the extension to 200 miles in October 1975 and the treaty with Britain in May 1976.

According to the LOS agreements, which have to be approved by 60 nations to become valid, we Icelanders have sovereign rights over the resources of the sea within a 200-mile economic jurisdiction; and we determine ourselves the permissible fishing quotas, how much of the amount fished we will utilize ourselves, and what will be done with the amount left over. This very provision was the basis of our negotiations with the British concerning their approval of the 200-mile jurisdiction, and on that basis we have utilized the Icelandic waters since that time. From the end of 1976, the catch of the Icelandic fishing fleet, and its value, has increased some 60 percent; which may, unfortunately, be all too small of an advance, now that times are getting rough.

It is too much for a small nation to expect that all of its doings should fall neatly under international laws or be in agreement with the development of such laws. Thus, when we consider the chief decisions of the Icelanders in matters of the Law of the Sea, we have cleared the way to

some degree but we have always yielded to the common decision of the international community. We can certainly maintain that the various politicians and political parties in this country have all aimed at the same goals in these matters, the goals which were established by the coastal waters laws of 1948. On the other hand, there have sometimes been disagreements as to methods. For example, the Progressive Party and the People's Alliance expressed opposition in March of 1961 in the negotiations of the Improvement Committee with the British over the 12-mile dispute; they disagreed with the options concerning further extension of the fisheries jurisdiction around Iceland by appeal to the World Court in the Hague. This provision in the negotiations was in agreement with the opinion that small nations are the best check on international law and that we Icelanders did not need to fear the decision of the court--we could always take further steps within the provisions of international law. There is no reason for going into more detail here about these historical disagreements, but we might mention that behavior exhibited by Ludvik Josepsson, for instance, in the summer of 1973, when he said that it was not timely to maintain our demands for a 200-mile fishing limit, that it was seemly for us to wait for the conclusions of the LOS conference. That 9-year wait has certainly been dearly bought by us.

The territorial waters issue is no longer a matter of political argument in this country, and now it will be the task of historians to explain all the aspects of the issue. The most prominent international law experts in the world, with the trusty support of specialists and politicians, have finally achieved a united decision concerning the law of the sea, within the framework of the United Nations. At this very moment, the struggles for sovereignty over the Falkland Islands remind us that international agreements and high-flown matters on the United Nations agenda do not always have a real effect on events; but we do hope that the results of the LOS negotiations will be worthy of all the brains, efforts, meeting hours, and difficulties which led up to those results.

9584

CSO: 5200/2075



## FIRST FREEZER TRAWLER JOINS ICELANDIC FLEET

Reykjavik ATLANTIC FISHING, NEWS FROM ICELAND SUPPLEMENT in English Jun 82 p 7

[Text]

Practically all residents of Skagaströnd, a village in the western North, were standing at the dockside one Wednesday recently when the Örvar (HU 21) berthed there for the first time. Rated at just under 500 tons, the freezer trawler, Iceland's first, was launched early last November at the Slippstöðin yard in Akureyri, the largest town on the north coast.

After the local Lutheran pastor had addressed the crowd, the manager of the fishing company Skagstrendingur, Sveinn Ingólfsson, took possession of the newly built vessel from shipyard director Gunnar Ragnars. Several legislators from the region, two of them cabinet ministers, delivered speeches on the occasion. There seemed to be consensus that the June 17 (National Day) celebration in Skagaströnd this year might well turn out to be anticlimactic.

The Örvar joined another Skagaströnd trawler, the Arnar, which was acquired from Japan in 1973. Skippered by Guðjón E. Sigtryggsson ("Ebbi"), the new ship is manned by a crew of 24, not 16 as is normal for an Icelandic trawler of this size classification. Spokesmen for the operator say that it should be possible to handle about 25 tons of

fish on board in a 24-hour period.

While the company was applauded for its unusual initiative in commissioning the building of a freezer trawler, Skagstrendingur actually had no other choice. To process the additional landings ashore, it would have been necessary to enlarge and modernize the local freezing plant, but official credit agencies stonewalled overtures to that end.

On the other hand, financing for the purchase of a new trawler could be arranged. The operator had no trouble raising the required 15%; another 75% came from the Fisheries Loan Fund and the remaining 10% from the Regional Development Fund.

Catches can be packed on board as either fillets or blocks, depending on market requirements. Sales of the Örvar's fully processed landings to the United Kingdom are envisaged.

The Örvar is 50.55 metres in length, with beam of 9.76 m and draught of 4.40 m. The main engine is a 2,400-horsepower Wickman unit, designed for running on fuel oil. The refrigeration plant on board can maintain a temperature of minus 30 centigrades in the vessel's 420-cu-m hold.

## CAPELIN FISHING HALTED AS CONCERN OVER STOCKS CONTINUES

Reykjavik ATLANTIC FISHING, NEWS FROM ICELAND SUPPLEMENT in English Jun 82  
pp 1-2

[Text]

Many of the 20-odd Icelandic fish reduction plants will probably remain largely idle until year's end or longer, due to the near-collapse of the capelin stock — a resource that seemed very ample until the end of the 1970s. In early 1981, the Marine Research Institute in Reykjavik provisionally recommended a 700,000-ton overall capelin quota, from waters surrounding Jan Mayen and Iceland, for the late-year and winter season.

By tradition, that figure was subject to a reappraisal following new echo-sounding expeditions off the Northwest and North, to be undertaken in late 1981 and soon after the beginning of 1982. As it turned out, Icelandic and Norwegian researchers concluded last October that the state of the capelin stock was alarmingly poor. The effort was halted after a time — when, according to marine biologists' estimates, the spawning generation amounted to only some 140,000 tons.

That is little more than one-third of what experts assume is necessary to maintain a robust capelin stock. "We simply do not know exactly [the size of the adult population of capelin] that must be allowed to reproduce each year . . . In recent years, we have based our recommendations on a 400,000-ton figure.

More accurate findings on this would require much longer time than we have been given thus far," said marine biologist Hjalmar Vilhjálmsson of the Marine Research Institute.

After the MRI acquired suitable equipment for the purpose in 1978, there have been regular expeditions twice a year to monitor the stock by means of echo sounding. This is done in October-November, when the capelin congregates in waters off the northwest and north coasts, and again in January-February, after the migration to the spawning grounds has started.

By the account of Vilhjálmsson, interpretation of echo readings is highly problematic at other times of the year, as the stock is then dispersed and ranging very close to the surface. Central to the picture is the notably short lifespan of the sardine-sized fish: three to four years.

Because capelin die following spawning, long-term predictions on this important pelagic stock are impossible. Early last November, a certain news story reported that, according to the estimate of marine biologists from a previous date, the quantity of adult capelin in waters surrounding Iceland would become a negative figure within days.

Icelandic capelin landings peaked in 1979 at some 968,000 tons. Early last year, Norway and Iceland agreed to set the TAC (total allowable catch) capelin quota provisionally at 700,000 tons, as marine biologists had advised. What was inferred from data collected in October — that just 150,000 tons of adult capelin existed in the region — caused dismay in fisheries circles here.

Experts in the employ of the Marine Research Institute said at that time that they had expected to come up with a far larger estimate, perhaps something like 600,000 tons. While many capelin fishermen maintained that a continued effort posed little or no risk to the stock, the season started to grind to a halt in early December, by order of Fisheries Minister Steingrímur Hermannsson (Progressive). He acted in the wake of a follow-up research expedition that took place in November.

For understandable reasons, the Marine Research Institute declined to submit provisional guidelines on capelin for the summer months — choosing instead to defer the recommendations until findings from the autumn surveys of the stock are on hand. At the time of this writing, the outlook was that no

further Icelandic or Norwegian capelin operations would be authorized until next fall, though final decisions by the two governments were likely to await the results of fisheries talks involving the European Economic Community (EEC).

Capelin efforts by EEC fleets in waters off E-Greenland are a serious worry to Icelandic and Norwegian fisheries planners. But this country has few cards to play in negotiations with the EEC, due to the non-existence of any broad-base accord that could serve as a framework.

An Iceland-Norway agreement on ocean jurisdiction around Jan Mayen, an arctic island far northeast of this country, contains important provisions on exploitation of the capelin stock. A TAC quota is to be set for each season (a period generally lasting from summer until spring), with 85% of the take earmarked for Iceland and the remaining 15% for Norway.

The situation regarding waters off Greenland, however, may change if the newly autonomous nation implements its decision to withdraw from the EEC. When Denmark entered the Common Market, Greenland's political status was that of a Danish province.

Iceland's output of fish meal, the overwhelming bulk of which nowadays comes from the reduction of capelin, rose to 200,000 tons for the first time in 1978, and the following year to some 206,000 tons. The annual production of fish oil was around 100,000 tons in both 1978 and 1979.

The vital role of capelin for the Icelandic fish reduction industry is a comparatively recent development, brought on by the collapse of the herring stocks in the late 1960s. Between 1971 and 1979, the capelin landings more than quintupled.

CSO: 5200/2084

## BRIEFS

COD SHORTFALL--The Icelandic cod landings through April, a period largely extending over the traditional winter fishing season, fell far short of the anticipated level. Compared with the first four months of 1981, total catches from this vital effort were down by almost 38,000 tons, according to a provisional report issued by the Fisheries Association. The same source also reported that overall landings were down by a huge margin from the 1981 April-end figure. Attributable largely to the ban on capelin operations, the shortfall was given as nearly 178,000 tons. Mounting pressures for relaxation of curbs on the cod effort were in evidence at the time of this writing. [Text] [Reykjavik ATLANTIC FISHING, NEWS FROM ICELAND SUPPLEMENT in English Jun 82 p 6]

CSO: 5200/2084

## COUNCIL AUTHORIZED TO EXTEND TERRITORIAL WATERS

TA291540 Ankara Domestic Service in Turkish 1500 GMT 29 May 82

[Text] A law authorizing the Council of Ministers to extend Turkish territorial waters to more than 6 miles has gone into effect. According to the territorial waters law, which was published in the official gazette, the Council of Ministers will be able to extend territorial waters to more than 6 miles on the condition that it first considers all the related characteristics and conditions of the specific sea and that it conforms to the principle of equity.

The territorial waters between Turkey and other countries whose shorelines are adjacent to or opposite Turkey's will be determined through agreements; and while drawing up this agreement, the concerned countries will consider all the related characteristics and conditions of the region as well as the principles of equity.

The law stipulates that the width of the territorial waters will be measured from basic lines to be determined by the Council of Ministers. The law also redefines the principles concerning Turkey's internal seas. Under the law, the waters remaining between the basic lines as determined by the Council of Ministers and the Turkish shoreline and the bay waters will be considered Turkey's internal waters. The permanent port installations will be considered part of the shore and the waters between the farthest of these installations and the shore as well as outside ports will be considered internal waters.

Meanwhile, using the authority granted it by the territorial waters law, the Council of Ministers has decided to maintain the status quo concerning the width of the territorial waters in the Black Sea and the Mediterranean Sea. This decision was published in the second edition of the official gazette today.

Foreign Ministry Spokesman Nazmi Akiman said that with the new territorial waters law, Turkey now has a more modern and realistic law. Replying to questions by journalists on the question, Akiman recalled that Turkey's territorial waters policy was determined by the Law No 476 passed in 1964. He pointed out that this law lagged behind the international developments that have occurred since that time, adding that the new law had been drawn up to meet today's requirements more effectively.

Akiman said: The most important change in the new law is the principle of equity which must be considered in the extension of territorial waters and the demarcation of the territorial waters between Turkey and its neighbors. As has been clearly observed in the decisions of international judicial organs, the principle of equity has become an important international legal principle regarding the law of the sea. The amendment made in the existing law reflects this development in international law. Furthermore, with the new law, Turkey's internal waters are being defined and the Council of Ministers is being authorized to extend territorial waters to more than 6 miles in places where the characteristics of the sea and the principle of equity allow it.

TURKEY

'VOTCP' SCORES TERRITORIAL WATERS DECISION

TA010823 (Clandestine) Voice of Turkish Communist Party in Turkish to Europe and Turkey 0600 GMT 1 Jun 82

[Unattributed Commentary: "The Junta Is a Blackmail Tool in the Hands of the United States"]

[Excerpts] The junta government has been authorized to extend territorial waters beyond the existing 6 miles. [Words indistinct] The passage of the relevant law creates new opportunities for dangerous developments toward a hot war in the region. With this new law, the junta took into its hands a new weapon to increase tension. It showed that it approaches the Aegean continental shelf problem from a position of force and that it opts for the method of solving the Turkish-Greek conflict by the use of force.

The fact that the junta acquired such a tool for tension is in line with U.S. imperialism's plans regarding the Aegean. The Reagan administration wants to create satellites that will serve as slaves to its policy of aggression pursued against the socialist and the Arab-Islamic countries in the Aegean. From this viewpoint, the junta is the right stuff for the Pentagon.

The Aegean has been drawing the world's attention as a dangerous source of tension. Considering the dangerous regional situation, the Soviet Union delivered a note to the junta in April.

U.S. imperialism's policies of strengthening its military positions, expansion, gross interference in the domestic affairs of other peoples, its policies of oppression and blackmail, lie at the root of the danger. The junta -- which is trying to create the conditions of an authoritarian and oppressive regime by means of its policies of belt-tightening and of bloody terrorism -- has the job of carrying out U.S. imperialism's policies in the region.

Turkey is being turned not only into a firing range but into an aggressive base against our people and the Middle East. However, as we have stressed before, they shoot at those who set up bases, they fire upon those who fire upon others. Such a policy means disaster for Turkey. Are we going to allow the junta to drag our people and our country to that disaster?

CSO: 5200/2086

END

**END OF**

**FICHE**

**DATE FILMED**

July 2, 1982